

Jim Crow Car Laws-1915

BETTER RAILROAD ACCOMMODATION

We have stated before that if the rankings officials of the railroads had their attention properly called to the accommodations afforded colored people they would make an effort to remove all grounds for complaint. This statement is verified by communications from the car.

Mr. N. M. Leach, the General Traffic Manager of the T. and P. Railroad.

The letters below deal with two things. First: the smoking of white men in the compartment allotted to colored people. This has been a source of annoyance, we have now the assurance from Mr. Leach that there will

be grounds for no further complaint on his line. Again the T. and P. Company heretofore made no provision for meals for colored passengers at Addis and Boyce where the train stops for meals. Mr. Leach's letter also shows that this matter has been corrected and that provisions have been made.

We are also pleased to state that the T. and P. is now serving colored people in the dining car on trains that do stop for meals at points along the line. We are sure the patrons of the T. and P. railway will appreciate this effort on the part of Mr. Leach to give them the accommodation to which they are entitled.

We are giving herewith the letters from Mr. Leach:

The Texas and Pacific Railway Co.
N. M. Leach,
General Traffic Manager.

New Orleans, La., April 19, 1915.

Mr. Robert E. Jones,
Editor, Southwestern Christian Advocate,
631 Baronne Street, New Orleans, La.

Dear Sir:

Replying further to your letter of March 11th in the matter of arrangements for meals at Addis and Boyce for colored passengers; also referring to our understanding that members of the train crew should not use the colored compartment as a smoker.

This subject has been up with our General Superintendent, Mr. J. E. Taussig, who has issued the following instructions under Bulletin No. 1006:

"With further reference to the handling of colored passengers: In future you will be governed strictly by the following instructions:

"No white person, other than a member of the train crew in uniform, will be permitted to sit in a colored coach, or the section of a coach reserved for colored passengers. In case it is necessary to use a partitioned coach for white and colored passengers, the forward

compartment will always be used for colored passengers and the rear compartment for white passengers.

News Agents should carry their stock in the white smoking compartment so that it will not be necessary under any pretext for white passengers to enter the colored compartment of the car.

Complaint is made that train crews make a practice of smoking in the compartment set aside for colored passengers. Smoking on duty is positively prohibited and will not be permitted under any circumstances."

The eating houses at Addis and Boyce are handled by the Interstate Company. Their Superintendent of Dining Service, Mr. A. C. Bushannan, has written our Superintendents of the New Orleans and Louisiana Division as follows:

"Replying to yours of the 1st, relative to proper facilities for feeding colored passengers at both Addis and Boyce, La., kindly pardon my delay in this matter, as the writer only returned to this city this morning, therefore the delay.

"I wish to assure you that either myself or Mr. Hauser, my Assistant, will leave here the early part of next week and will see that this proposition is taken care of entirely to your satisfaction.

"I can assure you we are ready to co-operate with any one in any way that would satisfy the passengers and improve conditions."

If you learn at any time where these arrangements are not being carried out will appreciate your advising me.

Yours truly,
N. M. Leach.

The Texas & Pacific Railway Co.,
N. M. Leach,
General Traffic Manager.

New Orleans, La., April, 24, 1915.

Mr. Robert E. Jones, Editor,
Southwestern Christian Advocate,
631 Baronne Street, City.

Dear Sir:

Accommodations for Colored Passengers

Newark, N. J., April 24, 1915.

It is a curious story that comes from Tennessee, one of the States which have Jim Crow laws, providing that certain cars or sections be set apart exclusively for negroes. The original intent, of course, was that such accommodations be used by colored people only, but Tennessee negroes are now complaining because white folks insist upon riding in the Jim Crow cars when the ones reserved for their own use happen to be crowded. The newspapers are discussing the ques-

tion, and it is admitted that the negroes have a just grievance.

In some Southern States this matter is clearly defined. Virginia, for instance, requires a white man to vacate a seat in a Jim Crow car if the colored passengers object to his presence. He may stay in the vehicle if he chooses to stand up, but the negro passengers have the first right to seats, and the law protects them therein. The color line, even in the South, is an institution that works both ways.

Chicago, Ill.

May 12 1915

Congressman George on "Jim Crow" Legislation.

An inaccurate press dispatch of February 7 did a great injustice to Congressman Henry George, Jr., and probably to other democratic Democrats on the House District Committee. Before that Committee was a bill to put in force "Jim Crow" regulations on the street railways of the District. There appears to have been enough members of that Committee with anti-democratic views on the race question, to report it out favorably. Press dispatches falsely reported that all the Democratic members, including Mr. George, joined in the favorable recommendation. All who knew Mr. George's views at once recognized the statement as one of the many examples of an incurable tendency which afflicts the news-gathering association, to disregard accuracy. But unfortunately there were some who did not have this knowledge and unquestioningly accepted the statement as true. For these Mr. George's own statement of the matter in a letter under date of March 2, written on being shown the press dispatch, should be convincing. Mr. George says:

I am not for the "Jim Crow" cars, and shall, if the opportunity is given me, vote against the bill. I think the article submitted to me was written without any further information than the fact that there was such a bill and that the bill had followed the House of Representatives routine of being referred to the District of Columbia Committee. I certainly am not for this bill and have given notice that I was opposed to such a proposal. It is repugnant to my deepest sentiments and I am grateful for this opportunity of expressing myself.

A more pronounced declaration against this undemocratic bill would not be possible.

S. D.

Immediate Consideration Was Postponed by House's Refusal to Consider District of Columbia Legislation in Preference to Sundry Civil Appropriation Bill—Measure Introduced Two Years Ago, Draws Color Line for Cars.

[Special Correspondence of The Evening Post.]

WASHINGTON, February 8.—By its refusal to consider District of Columbia legislation in preference to the sundry civil appropriation bill, the House of Representatives postponed the consideration of Representative Frank Clark's "Jim Crow" bill, requiring all transportation companies in the District of Columbia to provide separate accommodations for the white and negro races, and prescribing punishment and penalties in violation thereof, and means for the enforcement of the law. It is possible for this legislation to come up in the House next on Washington's Birthday, February 22, or by a special agreement among the House leaders on some other day.

Speaker Clark indicated that one more day would be given to the consideration of District of Columbia business, in which event Clark's bill may be called up for a vote in the House. If it is called up, the bill is expected by its friends to pass the House, but there is no prospect of its passage through the Senate at this session, at least.

The Clark bill was introduced in the House on April 7, 1913. After lying dormant for almost two years, it was suddenly brought to life on February 2, 1915, when it was ordered reported to the House.

PROVISIONS OF THE BILL.

In full, the provisions of the bill are as follows:

A bill to require all transportation companies, firms, and persons within the District of Columbia to provide separate accommodations for the white and negro races and to prescribe punishments and penalties for violating its provisions and to provide for its enforcement.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that within four months after the passage of this act each and every transportation company, firm, or person operating cars, vessels, or other vehicles of any character on regular routes of travel within the District of Columbia, for the conveyance of passengers for hire, shall provide separate and distinct accommodations for the conveyance of white and negro passengers; that is to say, that they shall provide certain cars, vehicles, compartments, or sections for the exclusive use and conveyance of white people, and certain cars, vehicles, compartments, or sections for the exclusive use and conveyance of

DISTRICT "JIM CROW"
BILL AGAIN RAKED UP
MEASURE MAY GO TO HOUSE ON
WASHINGTON'S BIRTHDAY.

JUN 16 1915

NEGROES DEMAND
USE OF JITNEYSRepresentative Delegation
Asks Support of Utilities
Commission.

BUS STATUS DOUBTFUL

If a Public Utility, Colored People
Have Same Rights as in
Street Cars.

Strenuous protest against refusal of local jitney bus drivers to admit colored persons to their machines as passengers yesterday was made to the Public Utilities Commission by a delegation of colored citizens.

The delegation was headed by Justice E. M. Hewlett, J. M. Ricks, and W. Calvin Chase, editor of The Bee, a local negro publication. The protesters were received by Capt. Julian L. Schley, executive officer of the commission.

The question involves the status of the jitney—a matter that so far has not been decided. If the jitney bus is declared a common carrier, the drivers will be compelled to admit colored people. Taxicabs have been declared common carriers and they are under such obligations. At present, the jitney is in the same class with the cab. Drivers can do just about as they please with respect to passengers. They are unregulated. It is the conviction of the commissioners that the jitneys should remain, to a large extent, unregulated. They think that if too many restrictions are placed upon the jitneys, drivers will find them unprofitable.

**"JIM CROW" CONDUCTOR
WAS ON B. & O.; NOT
C. & N.-W. RAILROAD**

The Chicago Defender has found that the insult towards Rev. E. W. Thomas by a C. & N.-W. railroad conductor trying to "Jim Crow" him was not on the B. & O., and not on the C. & N.-W. railroad. This statement was made in the Chicago Defender March 13. The officials of the C. & N.-W. found out that Rev. Thomas had encountered nothing but the best treatment on their lines, and that he was insulted on a B. & O. train. The investigation of the matter is commendable, and it is essential that the accused company should do likewise.

Wm. J. Harris Kicked Out
Pullman Car in Oklahoma

WM. J. HARRIS.

William J. Harris, an honorably discharged U. S. soldier, suffered the humiliation at the hands of fire-eating race-hating southerners of Oklahoma on Monday night of this week by being dragged from the Pullman car in which he was a passenger and forced to ride in the "Jim Crow" car from Oklahoma to Dallas, Texas, his home. Mr. Harris was suffering from an internal injury and left Chicago for his home in Dallas, where his family was living, with the hope of recovery from his long suffering malady. He purchased a through ticket to Dallas and Pullman reservation. He was informed by the local ticket agent that no interference would come to him as a passenger in the Pullman car. He traveled safely until he reached the boundary line of the state of Oklahoma. It was well in the night when the train reached Oklahoma. Some of the passengers who knew of Harris' presence told the conductor that he must "put the nigger out." The conductor, without any hesitancy dragged him from his berth and forced him to go into the "Jim Crow" car, where he was compelled to ride the rest of the trip into Dallas. When he reached his home young Harris was exhausted from exposure and ill-treatment to which he was subjected at the hands of the train conductor, who, acting on the behest of the "nigger-hating" southerners, forced him out of the berth for which he had paid and which he had been assured in Chicago would afford him safe conduct to Dallas. Young Harris appealed to the conductor, telling him that he was ill, but to his appeal the conductor turned a deaf ear.

Mr. Harris was formerly a member of the 49th Regiment U. S. Volunteers and served this country in the Philippine Islands after the Spanish-American war. He has lived in Chicago since he came back from the Philippines, having received his honorable discharge with record marked "excellent" in 1899. He resided at 22 E. 44th street. His wife and mother are in Dallas, Texas, whether he was journeying in the hope that his long suffering illness might be relieved.

The attention of the Interstate Commerce Commission has been called to the case by The Defender, and counsel has been retained by friends of Mr. Harris to bring suit against the Pullman Company for the injury and outrage perpetrated by one of its conductors. The outcome of the investigation will be published in The Chicago Defender.

COMMITTEE BRINGS JIM
CROW BILL TO HOUSE

Special to THE NEW YORK AGE.
WASHINGTON, D. C., Feb. 3.—A bill providing for Jim Crow cars on all public conveyances in the District of Columbia was presented in the House on Monday from the committee which had been considering it.

The committee recommended that it be passed.

Invalid Spanish-American War Veteran Who Was Dragged Out of Pullman Palace Car by Railroad Officials and Outsiders.

ANTI-NEGRO LEGISLATION
DIES WITH 63D CONGRESS

Washington, March 5.—The 63rd Congress expired by limitation yesterday, and with it died some anti-negro legislation. Among the things which the retiring Congress tried vainly to do were: the passage of an intermarriage bill for the District of Columbia, the "Jim Crowing" of the street cars here, to eliminate the Howard University appropriation, to prohibit the immigration of persons of Negro descent and to pass a law segregating white and colored employees in the departments. The latter obtains in practice, however, in nearly every department.

Jim Crow Car Bill Killed

Washington, D. C., Feb. 26.—A bill requiring railroads to provide separate cars for Negro passengers was reported adversely to the Senate today. That virtually kills it.

Representative Walters, of Pennsylvania; Mapes, of Michigan, and Wallin, of New York. The brevity of the minority report, however, is not to be misconstrued as all there is to be said by the minority in opposition to the bill. If it ever gets up on the floor of the House, some interesting history about the consideration of the measure in committee will be told.

Cincinnati Com. Tribune

FEB 14 1915
CINCINNATI NEGROES
PROTEST AGAINST BILL

Bowdle and Allen Asked To
Vote Against Proposed Jim
Crow Car Measure.

COMMERCIAL TRIBUNE BUREAU,
MUNSEY BUILDING.)

WASHINGTON, Feb. 13.—Prominent Cincinnati colored men do not contemplate with equanimity the effort to establish Jim Crow cars at the national capital.

A recent article in The Commercial Tribune, setting forth a statement of the progress that has been made in reporting a Jim Crow bill out of the House Committee on the District of Columbia, brought a small flood of telegrams from Cincinnati to Representative Bowdle and a number to Representative Allen.

A telegram from the Cincinnati branch of the National Association for the Advancement of Colored People signed by F. M. Russell, Chairman addressed to Representative Bowdle said:

"Please vote against the Clark Jim Crow car bill."

This is a sample of many protests which the Cincinnati Congressman has been receiving.

Mr. Bowdle is acknowledging the receipt of these protests.

OKLAHOMA TO AMEND
ITS JIM CROW LAW

Special to THE NEW YORK AGE.
OKLAHOMA CITY, Okla., Feb. 13.—It is probable that an effort will be made in the State Legislature to amend the Jim Crow law so as to make it comply with the requirements of the decision of the United States Supreme Court. Bills will be presented this week, it is thought.

Speaker A. McCrory is quoted as saying that he will personally see to the presentation of this proposed legislation, if necessary.

negro people: Provided, That the cars, vehicles, and compartments provided for each race shall be in all respects as good, comfortable, and convenient as those provided for the other race.

Section 2. That any person, firm, or corporation who shall operate within the District of Columbia any car, vessel, or other vehicle for the transportation of persons in violation of the provisions of this act shall be liable to a penalty for each and every day or portion of a day such car, vessel, or other vehicle may be so operated of \$500, the same to be recovered in any court of competent jurisdiction at the suit of any passenger, one half of which shall go to such person so bringing the suit and the remaining half to the District of Columbia.

Sec. 3. That in addition to the penalty prescribed in section two, the superintendent, general manager, agent, or active head of the company, firm, or person, no matter what may be his title, which shall violate the provisions of section one of this act, shall be deemed guilty of a misdemeanor for each and every day or portion thereof of such violation, and upon conviction shall be punished by a fine of not less than \$500 nor more than \$1,000, or by imprisonment in the District jail for not less than three months nor more than six months, or both, in the discretion of the court.

AMENDMENTS OFFERED WITH IT.

The bill was reported to the House with the following amendments:

Section 4. Any person who shall enter or be in any compartment or section of said car, vessel, or vehicle not designated and set apart for persons of his or her race, and who shall refuse or fail to vacate the same upon request to do so, shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by fine of \$100, or by imprisonment for thirty days, or by both fine and imprisonment, at the discretion of the trial court.

Section 5. Conductors, motormen, and persons in charge of such cars, vessels, or vehicles are hereby empowered with police powers to enforce the provisions of this act.

Section 6. All laws and parts of laws in conflict with the provisions of this act are hereby repealed.

The bill is now on the House calendar. In the majority report, which was written by Representative Caraway, of Arkansas, the following argument for the bill was made:

The committee is moved to report the bill favorably by reason of the fact that there is constant friction and unpleasant experiences between members of the two races under the conditions as they now exist. The committee believes that it will benefit the members of each race, and add to their comfort, if this bill becomes a law. Inasmuch as equal accommodations are required for the members of the two races, neither race can feel that discrimination has been practiced against it, and therefore neither can feel humiliated by the enforcement of this act should it become a law. Experience in all the States where laws of a similar nature have been enforced testifies to the advantages of an act of this kind.

We confidently believe that, if this bill is enacted into law, its enforcement will result in the betterment of conditions between the white people and negroes in the District of Columbia, and will reduce to a minimum the friction which present conditions sometimes render serious.

A minority report, merely expressing opposition to the bill, has been filed by

Jim Crow Car Laws - 1915

THE ILLINOIS CENTRAL TO IMPROVE SERVICE

When the editor was in Chicago recently he called on the general manager, Mr. T. J. Foley, and the general passenger agent, Mr. S. G. Hatch, of the Illinois Central Railroad Company and placed before these gentlemen the complaint of the colored patrons of this line as to the accommodations furnished them. Both of these gentlemen were interested and sympathetic. We have contended from time to time that the high officials of the railroads did not know of the discriminations against their colored passengers.

The question of better accommodations for colored passengers was placed before the traffic manager of the Illinois Central in a letter subsequent to the visit. We are pleased to quote the following paragraphs from his reply:

"The matter of conductors and others occupying the colored coach and smoking car will be corrected, also the matter of news agents occupying space in colored coaches.

"I thank you for writing me on this subject and assure you that it is the desire of the management to provide ample and satisfactory cars for its colored passengers.

"Yours truly,
T. J. Foley,
General Manager."

This will be welcome news to thousands of Negro patrons who use this line. We appreciate this improvement but we want the Illinois Central to go further and provide a smoker for Negro patrons and separate toilets for men and women. Other roads have done this, why not the I. C.? It is a reasonable and just request.

New York Times

July 1915

BREAKING THE JIM CROW LAW.

There has been a good deal of complaint in Tennessee lately about the way in which the Jim Crow car rule is evaded. Persons who have found themselves affronted and inconvenienced by the intrusion of members of the other race have written letters to the newspapers about it and expressed their discontent in other ways. Despite the law which ordains that members of the white race shall ride in one part of the car and members of the colored race in the other, there areumptious and aggressive persons who insist on invading the territory set apart for the race to which they do

not belong. Naturally, the feeling aroused is one of just irritation, and there is a demand that the rule be enforced.

The curious thing about it is that it is the white race against which the complaint is leveled. Negroes resent the intrusion of inconsiderate white men into the space reserved for them, and demand that the intruders be forced to stay where they belong. The Chattanooga Times justly and severely remarks that these white men seem to hold the doctrine, erroneously ascribed to Chief Justice TANEY, that the black man has no rights the white man is bound to respect. Certainly one of the black man's rights is the right to keep the whites out of his section of a Jim Crow car, and Tennessee is singularly lax in according this right to him. In many parts of Virginia, for instance, all a negro has to do if he finds a white man sitting in the "colored section" is to step up and order him to surrender his seat, and the white man either stands up or is put out. It makes no difference that there are no seats in the "white section" and that he will have to stand; he stands. We hope that little five-foot Irish conductor is still working on the Falls Church trolley who once, when two six-foot white men insisted on sitting in the "colored section," tackled them single-handed with both fists and threw them out on the road in a wood four miles from the nearest village, and made them tramp home, with bruised noses, at midnight. He was little and scrawny, and would never have been accepted for military service, but resisting his edicts did not come under the head of "amusements."

Chattanooga should send to Fairfax County, Virginia, or to Newport News and import a few of these impartial and indomitable conductors. The protest of the Tennessee negroes is just. They have some rights that the white man is bound to respect, and one of them is the right to choose their company.

A MANLY STAND.

Mr. George Hamilton, president of the Washington Traction Company, opposes the so-called "Jim Crow" car bill offered by the great statesman from Florida. The Bee has maintained all along that such a bill would not stand muster because Con-

gress has already passed a law, which is part of the charter of all railroad cars in the District of Columbia which is as follows:

"No person shall be prohibited the right to travel on cars of said road, or be ejected therefrom by the Company's employes, for any other cause than that of being drunk, disorderly, or contagiously diseased, for the use of obscene and profane language, refusing to pay the legal fare, or a failure to comply with the lawful regulations of the company."

Mr. Hamilton goes on to say for fifty years the colored people have been riding in his cars and he has found no fault with them.

The Bee thanks you, Mr. Hamilton, for this compliment to the Colored people of Washington.

ST LOUIS CLOEE DEMOCRAT

RIGHT OF NEGROES TO USE JITNEYS UPHOLD BY COURT

Judge Hogan Dismisses Six Blacks Arrested on Driver's Complaint.

The color line cannot be drawn by "jitney" automobiles in St. Louis, according to a decision by Judge Hogan in City Court No. 1 yesterday, when he dismissed six negroes who were arrested Friday on charges of disturbing the peace. The negroes had demanded a ride in the jitney bus owned and driven by John J. Hickey, 1009 Blendon place.

"Negroes have the same right as others on public conveyances in St. Louis, and I am going to see that they get it," Judge Hogan said after the trial.

Hickey had testified that he refused to let the six negroes ride because they were objectionable passengers.

"Why were they objectionable?" the court asked.

"They were objectionable to me because of their color," the complainant answered.

Each of the negroes was put on the stand and was asked if he had conspired to put the jitney cars out of business by making a test case out of his arrest.

Each negro denied doing so. Each said he had happened along about the same time and that all had decided to take a ride.

Hickey testified the negroes had "rushed" the car and climbed aboard before he could stop or call to them. Hickey said he then called a policeman and had the negroes arrested.

NEW YORK WORLD

5 February 1915

"JIM CROW" CAR BILL TO AVERT RACE RIOT

Congressman Caraway Tells World

Why He Urges Measure for

Washington.

(Special to The World.)

WASHINGTON, Feb. 4.—Representative Caraway of Arkansas, author of the report on the "Jim Crow" Car Bill for the District of Columbia, which is now on the calendar of the House, stated to The World to-day that his object in pressing this legislation was twofold.

"I know I am contributing to the peace and comfort of the citizens of the District of Columbia in so doing," he said. "And I am likewise trying to place a law on the statute books which will give every man, woman and child in the District a right to choose his or her travelling companions. If the negroes of the City of Washington are satisfied with their own race, they should be perfectly satisfied to travel together. They should not attempt to ride in overcrowded cars occupied by white men and women.

"I believe," he said, "that 99 per cent. of the white people of this District are in favor of this legislation. I have never received a single protest. Any one who has lived in the City of Washington can appreciate existing conditions.

"Unless such a law is passed," he declared, "and enforced in the capital of the Nation, sooner or later there will be a race riot. In the interest of peace and for the comfort of all concerned, I am working for this 'Jim Crow' legislation, and I hope to see it put into practice before the present session of Congress is closed."

RULES ON JIM CROW LAW.

NASHVILLE, TENN., March 20.—The court of Civil Appeals at Jackson, Tenn., today deciding a case involving the so-called "Jim Crow" law, held that a street car conductor could not force a white man to vacate a seat in favor of a negro where the car is not marked by a definite segregation line.

DECISION ON COLOR LINE

IN THE STREET CARS

Nashville, Tenn., March 20.—The court of civil appeals at Jackson, Tenn., today deciding a case involving the so-called "jim crow" law, held that a street car conductor could not force a white man to vacate a seat in favor of a negro where the car is not marked by a definite segregation line.

HOUSE SIDETRACKS

THE JIM CROW BILL

Special to THE NEW YORK AGE

WASHINGTON, D. C., Feb. 10.—The House of Representatives on Monday sidetracked the Jim Crow Bill which has been reported favorably from the House Committee on the District of Columbia. Representative Fitzgerald of New York was

responsible for the sidetracking when his motion to resume the Sundry Civil Appropriation Bill prevailed.

The chairman of the District of Columbia Committee, Representative Johnson, opposed Fitzgerald's motion and tried to have the District Bill, which carries the Jim Crow proposal, taken up. On the test vote Fitzgerald's motion was carried by a vote of 168 to 107.

JIM-CROW LAW STANDS THOUGH PARTLY INVALID

12/1/15
Supreme Court Declines to Annul Oklahoma Statute Because of Defects in Plea.

Washington, November 30.—A majority of the supreme court today joined in an opinion that the Oklahoma "Jim Crow" law proviso permitting railroads to furnish sleeping, dining and chair car accommodations only to the white race was unconstitutional, but they did not so decree because of imperfections in the petition on which the case reached the courts.

The case was one in which five negroes, claiming the entire law unconstitutional, sought an injunction to restrain five railroads in Oklahoma from enforcing it. The Oklahoma federal courts dismissed the petition, holding the law constitutional. The majority of the court affirmed the dismissal today because the negroes had not shown they had applied to the railroads for accommodation under the law or that the railroads had notified them that they would be refused certain accommodations.

Proviso Held Invalid.

The majority, through Justice Hughes stated, however, that they could not agree with the lower court that the proviso as to sleeping, dining and chair cars was constitutional. A minority—Chief Justice White and Justices Holmes, Lamar and McReynolds concurred merely in the order of affirmance, but expressed no views or the constitutional question.

In the opinion by the majority, Justice Lamar stated that previous decisions that laws for separate coaches for the two races were constitutional were not to be questioned. He then set forth the reasons for the opinion that the lower court was wrong in holding the proviso constitutional.

"The reasoning is," said he, "that there may not be enough persons of African descent seeking these accommodations to warrant the outlay in providing them. This argument with respect to the value of the traffic seems to be without merit. It makes the constitutional right depend upon the number of persons who may be discriminated against, whereas the essence of the constitutional right is that it is a personal one."

Equality of Treatment.

"Whether or not special facilities shall be provided doubtless may be conditioned on there being a reasonable demand therefor, but if facilities are provided, substantial equality of treatment of persons traveling under like conditions cannot be denied. It is the individual who is entitled to the equal protection of the laws, and if he is denied by a common carrier acting in the matter under the authority of the state, facilities or conveniences in the course of his journey, under substantially the same conditions as furnished to another traveler, he may properly complain that his substantial privilege have been invaded."

The justice then pointed out that defects in the petition presented an insuperable obstacle to granting the injunction.

The court did not intimate whether in a proper case it would merely hold the "luxury" car section unconstitutional, or whether it would decide that this section being unconstitutional the

entire law must fall. The five railroad asked the court when the case decide today was argued to hold the entire law unconstitutional if the "luxury proviso was annulled."

Boston Post

PRIVILEGE OF COLOR

The "Jim Crow law," which controls in several of the Southern States to separate whites and negroes in public conveyances, appears to lack something of efficiency in Tennessee. Strange to say, the trouble seems to be, not that the colored folks want to ride in the white people's cars, but that the whites crowd ahead and appropriate the good seats in the "Jim Crow" sections.

Hence the protest from the negroes, who resent the intrusion of whites upon the space reserved for their color. They call upon legal authority to compel the white folks to "keep their place."

It is a curious, even amusing, incident of the evolution of the doctrine of equal rights. Under the arrangement adopted in the South, the privileges of color were recognized clearly and with some apparent regard for equality. In Virginia, for instance, a negro may claim for his use a seat occupied by a white man in the "Jim Crow" reservation, and the white man must stand up.

We may hope that it will not reach the point of a racial conflict in Tennessee.

OPPOSE JIM CROW JITNEYS IN LOS ANGELES.

The California Eagle Sends a Vital Warning.

Los Angeles, Jan. 30, 1916.—Jitney Busses and Autos acting in the capacity of public carriers using the streets for which all citizens pay for are **HOLDING JIM CROWING** our people and their president Mr. Poole at a meeting held at 225 East 6th Street, Wednesday evening said: If Negroes board your cars haul them a half block, make out that your switch has blown out, get them out and drive on.

Now it is clearly up to the Forum and our other civic organizations to go before the city council with a strong protest; And if these men are to operate they shall not do so by insulting our citizens and putting in vogue JIM CROW methods in this city.

Negroes Are Indignant.

The so-called Jim Crow law, providing separate accommodations for whites and colored people in railway trains, is just now the cause of considerable controversy in Tennessee, where it is claimed ways are found of evading it. A strange feature of the case is that there is little if any complaint that negroes invade the sacred precincts set apart by law for the supposed superior race. On the other hand, the negroes complain that whites insist upon frequenting the Jim Crow cars, thus violating the sacred rights given to the former by law. It is only fair to say that Tennessee newspapers generally uphold the contention of the colored people, that they should be entitled to flock by themselves when traveling, without the illegal intrusion of "white trash."

NEGROES OPEN JITNEY WAR.

West Virginia Colored Citizens Allege Discrimination.

CHARLESTON, W. Va., July 8.—Demand for the regulation of jitney buses, of which a great number have appeared in the state, was made today from prominent negro citizens, who asked the public service commission to formulate rules for their regulation. They complained the drivers discriminated against negroes in not allowing them to ride.

Counsel for the Charleston Interurban railway and other companies operating trolley lines throughout the state also presented a petition asking that jitney buses be declared common carriers and compelled to file schedules of tariffs in accordance with the commission's rule governing such carriers.

NEGROES TO FAST IN JIM CROW CAR FIGHT

Forty Days of Prayer and Abstinence from Food Planned to Defeat Measure.

Forty days of fasting and prayer against the bill of Representative Clark providing for Jim Crow cars in the District is the plan of the colored ministers of Washington, who have entered protest

against the bill.

The National Colored Baptist Alliance of America met yesterday in the Cosmopolitan Baptist Church. Rev. Simon P. W. Drew introduced a resolution calling on all ministers of the District and all other cities and towns in the United States to join in forty days of prayer starting February 17.

The resolution also called on all the citizens of the District to petition the members of Congress to defeat the bill.

Philadelphia Record

"JIM CROW" CAR BILL OUT

Capital Segregation Likely to Cause Big House Fight.

Washington, D. C., Jan. 28.—The House Committee on the District of Columbia today reported favorably a bill providing for "Jim Crow" cars in Washington. The measure was introduced by Representative Clark, of Florida, and provides that all transportation companies in the District of Columbia must provide separate accommodations for the white and negro races and prescribes penalties and punishments for violations of these provisions.

There will be bitter opposition to this bill in the House, and it will be defeated if a vote is taken during this Congress.

"JIM CROW" LINE IN JITNEY 'BUS BARRED

St. Louis Police Judge Releases Six Negroes Arrested at the Instance of a Chauffeur.

[SPECIAL DESPATCH TO THE HERALD.]

St. Louis, Mo., Saturday.—"Jitney" bus drivers cannot draw the color line. This ruling was handed down by Judge Hogan in Police Court to-day in the case of John J. Hickey, chauffeur, who had six negroes arrested yesterday when they refused to get out of his bus. Judge Hogan held that the "jitney" bus is a public conveyance and as there was no evidence that the negroes had conspired to raise trouble he dismissed them.

Ten minutes after leaving court Hickey knocked down a man, and as he was driving away from the hospital to which he took the man he struck another automobile and damaged it.

Mrs. Nellie M. Read, wife of a one-time railroad conductor who is now an invalid started as a "jitney" bus driver to-day and made \$6.35. She will continue in the business.

Negroes Charge Jitney Busses Discriminate Against Them

CHARLESTON, W. Va., July 8.—Demand for the regulation of jitney busses, of which a great number have appeared in the State, was made today when prominent negro citizens asked the Public Service Commission to formulate rules for their regulation.

They complained that drivers discriminated against negroes in not allowing them to ride.

Counsel for the Charleston Interurban Railway and other companies operating trolley lines throughout the State, also presented petitions asking that jitney busses be declared common carriers and compelled to file schedules of tariffs in accordance with the commission's rule governing such carriers.

COMMERCE LAW VIOLATED IN SOUTH

Railroad Company Attempts to
Force Women Passengers to
Ride in Box Car Without Suc-
cess — Women Resent Unfair
Treatment by Conductor.

PREJUDICE UNREASON- ABLE.

Abuse of Public Highways, Common in
the South, Is a Detriment to Progress
and Advancement of the Mass Against
Decency and Morality.

(Special to Chicago Defender.)

Cordova, Ala., Dec. 3.—Mrs. P. Motley and her sister, Mrs. F. Wilson, with others, while en route from here to Blossburg via Jefferson Junction, had a very unpleasant and unusual experience. They were insulted and humiliated and had they not had courage to demand their rights, they would have been evicted from a Jim Crow car, and compelled to ride in a box car. It seems as though if one's face is dark that there is no protection in a Jim Crow car or out of it.

Plain Statement of Facts.

Blossburg is located on a branch road about four miles from Jefferson Junction. There is a mixed train carrying two cars, one freight and one passenger. The accommodation in one-half of the cars is for Negroes and the other half for whites; as a rule, when the half for whites is filled the other half is given to them, and Negro passengers are forced to ride in the freight car. One needs no description of a freight car used for local freight, which is occupied with men who use tobacco and expectorate upon the floor and walls with accumulated dirt of every description upon the floors; with no windows and only side doors, and these cars are scarcely swept from one month to another, are veritable breeding places of disease, having never been designed for human occupancy. They cannot be used for cattle. The United States quarantine laws prohibit the transportation of cattle, hogs, sheep, or horses in cars of that character, while at the same time, the State of Alabama, in its immaculate robe of righteousness (with a rope in one hand, a dagger, gun and torch in the other, encompassed in the boasted spirit of Jim Crowism) gives dumb brutes more care and consideration upon its public highways than it does its most loyal citizens.

Jim Crow Laws Violated.

The effort of the train conductor to force two honorable, respectable women to occupy a cell of filth and vermin, a germ-breeding hole where the United States government prohibits cattle from being transported, resulted in these courageous women offering resistance. They

refused emphatically to be placed upon peace and happiness.

a lower rating than cattle and live stock.

Finding these noble women unchangeable and immovable in their determination to insist upon the miserable, small, meager, wolfish protection under the black wings of Jim Crowism, the conductor made no effort with force to eject them, but as far as ill language is concerned, he did his duty in a Southern way.

Common Occurrence South.

The reciting of this episode showing the method of treatment accorded the race South is only a glimpse of the storm of abuse which pours forth continually upon the best citizens of our republic. Anything is good enough for the race South, think some white men—ropes and bonfires to hang and burn the men whom they murder, merchandise cars for our mothers, sisters and wives to occupy upon the public highways, inferior wages, low and vile living conditions, abuse and humiliation at every hand; nothing given in return for manly spirit manifested in the attempt to up-lift and grow to higher citizens, but at every angle the black hand of the oppressor seems bent upon obliteration of every manly aspiration.

Stop thief! You have stolen our balance, murdered our fathers! Now you disgrace womanhood!

SEPARATE COACHES NATIONAL SHAME

Illegal Enactments by State Legislatures Contrary to Federal Law—Violation of Civil Rights Injures Race.

Moral Degradation.

The right of all persons to equal service by a common carrier is the foundation of its charter. A charter given by the sovereign power of the people, through the legislative to a common carrier, may not be amended to render less service, or that of an inferior nature, to its patrons. It is compatible with justice and the strict needs of society that equal service alike be granted to all persons.

Jimcrow Cars Established.

The legislatures in several states have committed acts of great public wrong against the peace and dignity of men and women of the race. Following the reign of lawlessness and terror in southern states, with murder and rapine against orderly and peace-loving citizens, Jimcrow cars were inaugurated as a crowning act of vile disgrace. No act of a rebel secession court has overshadowed it with wanton viciousness to do hurt and harm to another. This is a simple narrative of the truth. This shameful outrage committed against American citizenship stands alone for its grievous error. Beginning in 1881 with Tennessee, Florida in 1887, Mississippi in 1888, Texas in 1889, Louisiana in 1890, Alabama, Kentucky, Arkansas and Georgia in 1891, South Carolina in 1898, North Carolina in 1899, Virginia in 1900, Maryland in 1904, Oklahoma in 1907, the states as mentioned one after another became the breeding center of lawless acts, contrary to the Federal Constitution, and with intent and purpose to humiliate and destroy our

The Terrible Result Follows.

In order to comply with this spirit of hell and damnation concocted into law, the manhood and womanhood of the race is made to suffer the keenest insults. Separate coaches, separate depots and inferior accommodation are set apart for an honorable citizenship who pays for accommodations that are denied them.

Twelve million people are thus insulted by the blackguards of civilization. Think of a condition in a great and glorious republic where women and children are made to suffer nasty, evil annoyances of being hemmed in like prisoners upon the highways of the nation when it is necessary for them to go from one city to another. We are forced to pay for equal accommodation as white patrons pay, and at the same time the accommodation offered is an insult to decency and manhood.

Evil Influence Felt.

Decency and common respect for the race is forced to its lowest ebb through the use of separate coaches. The lesson to the young is the seed of anarchism. Violence and sin lurk behind this cruel deed and you kindle the embers of racial hatred to consume your own soul. Disgrace? Ah! the fires of destruction were never more evenly kindled. Remember there is a harvest yet to reap. Perhaps not you, but your children shall reap the bitter reward of the evil thou hast sown. SHAME! SHAME! THIS HEARTLESS HATRED OF HELL FINDS COMPLACENCY IN SCHEME OF LOCAL GOVERNMENT. THE FLAG OF THE UNION IS MADE THE TOOL OF ITS ENEMIES WHO WOULD DESTROY THE REPUBLIC FOR THE SAKE OF JIMCROWISM.

MIXING THINGS UP.

A few days ago a Tennessee court held that a street car conductor could not force a white man to vacate a seat in favor of a Negro where the car is not marked by definite segregation line. We take this to mean that the white man had taken a seat in the part of the car set apart for colored people. This seems to be mixing up things right along. The possible hard part of it is that it may reduce to that hateful fact, that the Negro has no rights that a white man is bound to respect. The other hopeful thing, however, is possible—the breaking up of those solid masses of blacks which tend to fix classes. In other words, it may be a way of doing the mischief. In one of the leading theatres of Indianapolis the management reserves a section of the gallery for the colored patrons. At first only colored persons were permitted to sit in the section. White persons seeing this would turn to other parts of the house. Some who did not care about the division of seats would sit among the colored people—because good unoccupied seats were there. At first the white patrons were ordered out of the seats but they were so persistent in sitting there that the management refused longer to interfere. Now the white patrons occupy the section, practical-ly, wholly, the colored patrons sitting among them wherever there are vacant

seats.

Here is a case where the white patrons practically broke down the color line, as it pertains to the particular section.

It will be borne in mind that they sit there as willingly as they do in the part of the house reserved for them. This is shown because they come at once to the colored section when their part of the house has many vacant seats and just as good as those among the colored people—the present condition. These white patrons pay no attention to other seats nor to the colored people sitting where they care to among them.

This is fine proof of the theory that when the races are let alone, left with out so much legal juggling they finally adjust themselves to situations which would not be when supervised by law—we mean proscriptions—they are not laws. The mixup of the races in the gallery of the Indianapolis theatre destroys an ugly object lesson substituting one that is agreeable to those concerned and in harmony with the spirit of our laws. Had that solid mass of blacks remained, unshot through with the white people, many a white person would have gone away

from the theatre schooled to the idea that what they saw was the Negroes' prize drawn from the civil lottery. They would have gone away more fixed and biased in their opinions and notions as to what was due our race.

It is true the management, so it is said, still do some fearful things down below in the same theatre, in the paradise portion. Just what they do is unknown to us, but we know that some of the white people have put jim crows on a bum up in—well, upstairs. We think if little "black" that some good broad-minded white people would break up the parties of solidarity by untimely timely intrusion. So after all we are not alone. And mind you, those that sit among us care no more personally for us than those who decorate the first rows of the preferred part of the theatre. So change of compliments and the other little amenities sometimes more or less silly are not expected. They come to see the play and not to see and hear their elbow neighbors. Some of we dare say, leave, not knowing the complexion of their neighbors—so complete is the isolation. Our race runs some little risk at being attractive, at times when they laugh out too loud or in the wrong place. We tender all of this in the inter-est of the white man who would sit in that part of a street car usually occupied by Negroes. He may have had a method in his madness. At any rate his conduct was not so ugly as it

WHY THE PEDDLER INSULTS

YOU,

As one travels in the cars he sees daily the boys who peddle candies, fruits and other stuff to the passengers insult the Negro patrons of the road. He almost invariably refers to passengers as "Old Man," "Boys," "Auntie," or some name of the same kind. If two or more persons are talking and he becomes interested he will not only interrupt the conversation, but take the center of the stage. He spreads his wares over two seats and sometimes three in the middle section of the coach assigned to colored passengers with no regard for their comfort. If he cares he rolls a cigarette, perches one or both of his feet on the water cooler, or the back of the next seat and puffs away defiantly at any one who might venture a mere look of protest. It does not matter to him that Negro women are in the coach, or even that there is a sign "No smoking." This little upstart smokes but if anybody should speak to him he exhibits his aptness at swearing. He pushes his wares into the faces of ladies even more so than the men; he jokes with them, even puts his hands on their shoulder, winks his eyes at them, and sometimes enters into suggestive conversation.

Why does he do this? Because it pays. Because the Negroes do not resent it frequently enough and strongly enough to have any influence on him. His prey is especially young women. He is apt to insult your wife or daughter with no pretext whatever.

Often, however, he means no particular insult. He is himself so low bred as a rule, that he does not look upon the Negroes as capable of insult, and he has such low conceptions of Negro women that he believes them the God-ordained prey of any low-down white man or boy like himself.

How To Stop Insults.

There is one way to stop the insults of the train peddler and only one effective way, and that is to stop buying from him.

As long as his goods are bought he takes it that his course is approved. In this country, with the white people, "money talks." The Bible may be non-effective, the Christian Religion obsolete, democratic ideals a sham, and moral obligation with respect to the Negro an unknown quantity; but "money talks."

The Negro as yet has so much religion that he seems not to know the power of money in settling his troubles. We do not want to pray less, but we do want to do some other

things more.

For the sake of his wife and daughter every self-respecting man should cease to patronize the train peddler, and for the sake of her own self-respect every woman and girl should stop buying on the trains. Then and only then will we stop the peddler's insults.

But many of us are so thoughtless. If we are going to travel only an hour we buy on the train and pay double the price we would have paid had we bought the things off of the train. This extravagance is not confined to ignorant people; many of our ministers and their families give great

patronage to the peddler. Within the past two weeks we have seen them pay 10 cents for 4 apples on the train when at the station they could have been gotten for 5 cents. We have seen a Negro try to peddle Coca Cola for 5 cents a bottle for a half hour, and then some of the ministers in ten minutes afterward buy it from the train peddler for 10 cents.

The editor traveled last year 10,000 miles, and did not spend one cent with the train peddler. When the peddler came around we were busy either reading or writing, and did not even look up at him. As a result, after two or three fruitless attempts, the peddler never bothers us, even though we travel with him hundreds of miles. We usually eat before we get on the train and do not need anything for the next five or six hours. If we are to travel longer than five hours we get some one to prepare it, or buy it before we leave, and therefore have no need for the peddler. And there are hundreds of others who do the same. If the number should increase, we would have no more need of the insulting pest of a peddler in our coaches.

MODERN FABLES

1.

The Journal
Once upon a time there was a law passed providing that separate coaches should be provided for the Negro and Caucasians, stipulating that the accommodations should be equal. 4/12 2/15.

The Negro knowing that he would be charged the same fare and believing that while the Caucasian would get a well equipped, properly ventilated and cleanly kept car, he would be put in a dirty, illy ventilated car where the fruit and news vendors kept their wares and brakemen and other employees of the railroad company kept their personal belongings and lamps, objected.

Being by force of circumstances powerless, his only hope was to rely on the great Anglo-Saxon re-

spect for law, honor and justice.

Thus encouraged he awaited patiently for results.

Pleasantly surprised was he, after purchasing a ticket and boarding a train, to find himself seated in a nicely ventilated, clean, spacious and well kept car devoid of all the aspects of a brakeman's "Quick change" compartment and news boy's and fruit dealer's headquarters. Also that the car which he was now a passenger in, would probably be used by the Caucasians on the return trip.

He pinched himself to ascertain if he were asleep; he was convinced that he was awake.

MORAL

In order that things remain equal they must be inter-changeable.

—SIVAD RETLAW.

IDEAL.

The Commercial Appeal
The Commercial Appeal of Memphis, Tenn., recently had a timely article on the case of Emma Cole and John Cole, colored, against the N. C. & St. L. Railroad Company. It appears that Emma and John Cole were passengers, who were assigned to the special coaches, and that persons usually are.

John Cole is a preacher and his wife is a school teacher—respectable persons. The publication says "both lived Christian lives and abhorred profanity and indecency, with which they alleged they had to contend while riding on a passenger train of the company." In spite of this they had to sit where there were ten or more colored section hands who were drunk and rowdy. It was alleged that these men "vomited on the floor and cursed profusely." The publication goes on to say that Cole and his wife reported the matter to the colored reporter, who merely raised the window with the hope of letting out both the profanity and the bad odor.

The case appears somewhat unusual all through, and it may not be as reported. However, it is valuable as an example of race discrimination, in that a true condition is cited. It will be noted that our own race is struck. The section hands were colored men. If the recital is fiction the object of making this fact glaring showing that we suffer at the hands of our own people. This is sad and true. But that is not to the point however worthy it is of thought and reflection.

The Commercial-Appeal starts out by saying:

"That railroad companies, or any other public service corporations, must be diligent in looking after the comfort and rights of passengers or patrons was accentuated in an opinion handed down by the court of appeals of this state today through Jus-

tice Frank Hall, who gave out the decree of the court in the case of the situation demands. That they were N. C. & St. L. Railroad Company vs. Emma Cole and John Cole."

The point is that railroad companies that the Negroes bring about their "must be diligent in looking after the comfort and rights of passengers and patrons." All of what is expected of the companies is summed up in those few words.

By the decision of the courts, circuit and appellate, Emma Cole got judgment for \$400 and John Cole for \$100 against the railroad company. The court of appeals deemed that the railway company had been grossly negligent in this instance and readily affirmed the judgment of the lower court. The defense of the company was that the matter should have been reported to the conductor. The court would not entertain the contention holding with Cole that the porter was of sufficient authority.

The case is what we would call ideal in view of the race question. The view concedes the necessity of the "jim crow" coaches, something, that to many, will militate against what we think to be ideal. But thinking up in the air, or with eyes shut, refusing to see real conditions is not in the interest of our race. We mean that we are willing to admit that conditions generally with the race in those sections largely inhabited by our people call for some restrictions if we are to have peace with our neighbors. It is not right, but expedient, and civilization has come up by compromises until the plane was reached where right could assert itself without fear. Men do not care for such propositions, but they rule nevertheless. We compromised with the slavery situation until the country was strong enough to knock it in the head. The prohibition question also moves as a ship in adverse winds at sea; it tacks and detours, but ever mindful of the point which is in a straight line, but which cannot be reached in a straight line.

The case is beautifully ideal, answering fully the sense of the better judgment of the Negro race in the matter of separate coaches. This better judgment has conceded the necessity of the jim crow coaches. It expects equal accommodations, which is right and humane, and furthermore, has been demanded by law and promised by the railroad companies. If the case is not a real one, and we have no reason to doubt it beyond the strange reasonableness, it is, nevertheless, what ought to be in such cases. It is beautifully ideal, because it is an exposition of an actual condition—the jim crow condition; it carries with it the cause, to some extent, and which, in the instance, is not to our credit. It shows the case in court where justice was rendered—real justice. The railroad company was rebuked through it all and admonished to get better or suffer more penalty.

As to the section men the railroad

BISHOPS' SLEEP DISTURBED

Ousted From Pullman And Forced To Ride In "Jim Crow" Coach

Asheville, N.C., July 8.—Bishop George W. Clinton and Rev. George C. Clement, editor of the Star of Zion, were slumbering peacefully in a Pullman sleeping car of the Southern Railroad Monday night of last week, when they were rudely awakened by some chivalric whites of North Carolina and told that a Pullman coach was no place for a "nigger" to ride. They were ejected and made to ride all night in a "Jim Crow" coach.

It seems that someone, presumably employees of the train, had told the Tar Heels that they had to ride in day coaches while the two colored divines occupied sleepers. That, angered them and forthwith to the Pullman they went. The molesting of the two colored passengers was not resented by the conductor and other train employees, as would have been done had they been white.

After they had taken seats in the "Jim Crow" coach the Pullman conductor came back and offered to refund their money. This they indignantly refuse. They were en route to Cincinnati to attend the gathering of representatives of various bodies.

It is probable that they will enter suit against the railroad and the Pullman Company.

PUSHING JIM CROW LAW FOR WASHINGTON

Special to THE NEW YORK AGE.
Washington, D. C., Dec. 15.—No sooner than the present Congress convenes next Monday than certain South-

ern members began to talk about measures to curb the Negro. The recent decision of the United States Supreme Court declaring "grandfather clauses" invalid has scared some Southern members and they have nightmares nightly as they dream of the possibility of a large number of colored men voting and thus endangering their legislative careers which they are now enjoying because their States have robbed the Negro of the right to vote.

Representative Vinson, of Georgia, a staunch supporter of President Wilson, leads the vanguard of those who would discriminate against the Negro by introducing a "Jim Crow" car bill for the District of Columbia.

The measure, he avers, will be vigorously pushed.

It provides that within four months after enactment by Congress and the approval of the President separate and distinct accommodations for white and colored passengers must be furnished "by every transportation company, firm and person operating cars, vessels or vehicles of any character within the District of Columbia for the conveyance of passengers."

KY. UPHOLDS JIM-CROW CAR LAW WITHOUT EQUAL SERVICE

The Louisville Courier-Journal
UPPER COURT OF KENTUCKY OVERRULES LOWER COURT AND RULES THAT "EQUAL" ACCOMMODATIONS DO NOT MEAN "IDENTICAL," AND THAT ONE TOILET FOR BOTH SEXES IS LEGAL FOR COLORED UNDER THE LAW—EXAMPLE OF NO PROTECTION UNDER SEPARATION.

Louisville, Ky., Dec. 1914.—Some time ago the Colored press of the country and Colored people everywhere were rejoicing because the Christian County Circuit Court had fined the L. & N. Railroad \$500 for violating the separate coach law by not giving Colored passengers equal accommodations on trains with white passengers who paid no more for their tickets. This rejoicing is short lived, as the Court of Appeals of this State, on Tuesday reversed the opinion of the Christian County Circuit Court and held that "equality of accommodations does not mean identity of accommodations."

The fact that on separate coaches the Colored passengers had only one lavatory for both sexes is of no importance, according to the court, which says one lavatory for the Colored passengers is in proportion to the number furnished the white passengers.

Hopkinsville brought the fight encouraged and led by Phil H. Brown and his Saturday News.

Jim Crow Car Laws - 1915

IN THE HOUSE OF REPRESENTATIVES.

April 7, 1913.

Mr. Clark of Florida introduced the following bill; which was referred to the Committee on the District of Columbia and ordered to be printed.

February 1, 1915.

Reported with amendments, referred to the House Calendar, and ordered to be printed.

The Foundation of the
A BILL

To require all transportation companies, firms, and persons within the District of Columbia to provide separate accommodations for the white and negro races and to prescribe punishments and penalties for violating its provisions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That within four months after the passage of this Act each and every transportation company, firm, or person operating cars, vessels, or other vehicles of any character on regular routes of travel within the District of Columbia, for the conveyance of passengers for hire shall provide separate and distinct accommodations for the conveyance of white and negro passengers; that is to say, that they shall provide certain cars, vehicles, compartments, or sections for the exclusive use and conveyance of white people, and certain cars, vehicles, compartments, or sections for the exclusive use and conveyance of negro people. Provided, That the cars, vehicles, and compartments provided for each race shall be in all respects as good, comfortable, and convenient as those provided for the other race.

Sec. 2. That any person, firm, or corporation who shall operate within the District of Columbia any car, vessel, or other vehicle for the transportation of persons in violation of the provisions of this Act shall be liable to a penalty for each and every day or portion of a day such car, vessel, or other vehicle may be so operated of \$500 the same to be recovered in any court of competent jurisdiction at the suit of any passenger, one half of which shall go to such person so bringing the suit and the remaining half to the District of Columbia.

Sec. 3. That in addition to the penalty prescribed in section two, the superintendent, general manager, agent, or active head of the company, firm, or person, no matter what may be his title, which shall violate the provisions of section one of this Act shall be deemed guilty of a misdemeanor for each and every day or portion thereof of such violation, and upon conviction shall be punished by a fine of not less than \$500 nor more than \$1,000, or by imprisonment in the District jail for not less than three months nor more than six months, or both, in the discretion of the court.

Sec. 4. That any person who shall enter or be in any compartment or section of any such car, vessel, or vehicle not designated and set apart for persons of his or her race, and who shall refuse or fail to vacate the same upon request so to do, shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by fine of \$100 or by imprisonment for thirty days, or by both fine and imprisonment at the discretion of the trial court.

Sec. 5. That conductors, motormen, and persons in charge of such cars, vessels, or vehicles are hereby empowered with police powers to enforce the provisions of this Act.

Sect. 6. That all laws and parts of laws in conflict with the provisions of this Act are hereby repealed.

Amend the title so as to read: "A bill to require all transportation

companies, firms, and persons within the District of Columbia to provide separate accommodations for the white and negro races and to prescribe punishments and penalties for violating its provisions, and to provide for its enforcement."

EARLY ON THE JOB.

On the opening day of Congress, Mr. Clark, representative from Florida, introduced his customary bill. When we say "his customary bill," it is hardly necessary to tell the regular readers of The Age what the bill is about. For those who are not regular readers of The Age we say that it is a bill to require all transportation companies, firms and persons within the District of Columbia to provide separate accommodations for the white and Negro races and to prescribe punishments and penalties for violating its provisions, and to provide for its enforcement.

The bill provides that within four months after the passage of the Act each and every transportation company, firm, or person operating cars, vessels, or vehicles of any character on regular routes of travel within the District of Columbia for the conveyance of passengers for hire shall provide separate and distinct accommodations for the conveyance of white and Negro passengers.

The bill provides that any company, firm or person operating means for the transportation of passengers and that fail to comply with the provisions of the Act shall be liable to a penalty of \$500 a day, the same to be recovered in any court of competent jurisdiction at the suit of any passenger, one-half to go to the person bringing the suit and the remaining half to the District of Columbia. Further, that representatives or agents of companies, firms, or persons which violate the Act shall be deemed guilty of a misdemeanor and subject to a fine of \$500 to \$1,000 or imprisonment in the District jail for three to six months, or both. Further, that any person who shall enter or be in any compartment or section of any vehicle not designated or set apart for persons of his or her race, and who shall fail or refuse to vacate, shall be deemed guilty of a misdemeanor and subject to a fine of \$100 or imprisonment for thirty days, or both. Further, that conductors, motormen, and persons in charge of vehicles are empowered with police powers to enforce the Act.

This is the same old bill, the introduction of which has become a habit with Congressman Clark. He would undoubtedly feel that he had not done his duty, that he had not earned his salary, that he could not again look his constituents squarely in the face if he failed to introduce this bill making it a crime for white and colored people to ride in the same street car in and about the capital city of the nation. Here is an example of misdirected zeal and industry and perseverance that is truly pitiable. Who knows what laws and counsels for the good of the nation and the glory of Florida might not germinate in and emanate from the dome of the Honorable Mr. Clark if he did not make this one bill the chief and sole object of his thoughts and labors? Who knows but that in this time of international turmoil, when our own country is trembling dangerously near the brink, when there is dissension within and without and the national heart is disquieted, when there is such urgent need for the highest and best patriotism and statesmanship, who knows, we ask, but that in Mr. Clark's cranium might be hatched the clear, calm and wise judgments for which the whole country is breathlessly—and we may add hopelessly—waiting, were it not for the fact that the gray matter contained in the aforesaid cranium is a raging, seething, tempestuous, tumultuous mass, rendered so by the sight of colored and white citizens riding in the same street car in the nation's capital? Who knows but that Mr. Clark's voice might be heard calling to the diverging elements of the nation, inspiring the unit

WHITE MAN WANTS PULLMAN SLEEPER OF HIS OWN

Arkansas Traveler Dreams He Is a Millionaire Riding in His Own Private Car—Wakes Up Disappointed and Writes Attorney General, Asking If He Must Ride in Same Coach with Afro-Americans.

(Special to the Chicago Defender.)

Little Rock, Ark., June 4.—Attorney General Moose is in receipt of an inquiry from an Arkansan who wants to know if the law prohibits Negroes from riding in Pullman cars with white passengers and, if so, where to make proper complaint about this practice. Judge Moose will not render any legal reply in the case, as such an inquiry is not within the scope of work required or expected of the state legal department, and it is only one of hundreds of similar ones that come to the office of the attorney general from day to day.

Question Never Settled.

The question itself, it appears, has never been legally determined in this state, but the general belief is that where interstate traffic is concerned the state would not have the right to interfere. If the traffic began within the state, it is urged, then the state could require separate coaches for the whites and Negroes, just as is done for chair coach travel.

May Test Case.

From the tone of the letter of inquiry it is very likely that a test suit will be made by the offended citizen to see if the Pullman company is not required to furnish separate coaches for whites and blacks in Arkansas, whether the service is interstate or intrastate.

which the country dreamed it was realizing, before "hyphenate" became an American word, were it not that all of its wind-power being used up in preaching the separation of white and colored citizens, even in the street cars of the capital of this great democracy,

Of course, there are those who will think that any brain which is small enough to occupy itself with devising a law to make white people ride in one end of a street car and colored people in the other end is too small to comprehend, much less to grapple with the great national questions which are now pressing for an answer. We must admit that this argument seems to be beyond contradiction; perhaps, after all, Mr. Clark is going his mental limit.

Even so, his labor is most likely wasted; for the probability of his bill becoming a law is very slight. And yet, here lies a great danger. Nobody expects such a bill to go through, and for that very reason, on account of the perseverance of its framer, it might slip through. Because nobody expects such a bill to pass is the strongest reason why it should be watched.

RAILROAD ACCOMMODATIONS.

If a man should pay thirty cents for a dozen eggs and find only eight he would consider himself cheated and make complaint. Moreover, the person or persons who endeavored to thus swindle him would be punished in the criminal courts, if it could be proved that they had not committed an excusable mistake.

By the same logic the person or persons who sell \$3 worth of railroad accommodation for \$3, but delivers only \$2 worth, is guilty either of making a grave error or of wilful cheating. This ought to be plain to the dullest mind.

Now the railroads of a large part of the country sell to Negroes first-class fare tickets at a first-class price; but give us only second or third-class accommodations.

In some places the accommodations given to our people are of a most scandalous kind. For instance, it is reported that on the Carolina, Atlantic and Western Railway, running from Charleston, S. C., to Georgetown, S. C., one car is cut into three compartments, one of which is used for white passengers who do not smoke, the other for white smokers, and the third for baggage. In the baggage car is a sign, COLORED, and colored passengers have been made to ride in this car with the trunks. Not only that; but when one passenger sat on a trunk beside the conductor he was ordered to move to another trunk in the baggage car. There is no toilet for Negroes, except that in the smoker used by whites, and no water.

Such and worse are conditions under which our people have to travel. AND IT IS A SHAME. It is a sin to make our people pay first-class fare and then force them to accept such accommodations. If this is done wilfully it is nothing less than highway robbery. If it is not done wilfully the powers who are responsible should have it brought to their attention so that they may remedy it.

The condition complained of happened within the bounds of the Palmetto (S. C.) Annual Conference. This conference, after a thorough discussion of the situation, passed a resolution of protest and appointed a committee of seven, consisting of the delegates-elect to the General Conference, and Rev. L. F. Alston to investigate the conditions which the railroads impose upon our people, and the discriminations they suffer, and report the same to the railroad authorities and to the public if necessary. This committee has a great duty and a great opportunity; and it is hoped that it will do its work thoroughly. It should not only investigate the Carolina, Atlantic and Western Railway, but every railroad within the bounds of the conference, and make a dignified but vigorous protest to the highest officers of the road.

This committee should remind the railroads—the Seaboard, the Southern, the Atlantic Coast Line and others—that the Negroes are great patrons of their roads. Indeed, most of the patronage they get in their passenger

department within the conference territory is gotten from our people. Thousands upon thousands of dollars do we spend each month for travel on these roads. And no little part of this is spent by the A. M. E. Church, its presiding elders who are constantly on the trains, and its pastors and members.

Not only should the Palmetto Conference protest against these conditions, but we trust that every annual conference within whose bounds there is discrimination, will follow Palmetto's example. And not only that, but that the great A. M. E. Church as a national body will join in this protest. We should carefully investigate the facts, the laws, treatment, etc., and make a case which will not only appeal to the railroads but to the sense of fairness of all men.

One thing is certain, and that is, that if we do not complain and protest conditions will get worse everywhere. Our women will continue to be insulted by white ruffians, and our end of the car will be a rendezvous for the train crew and white drinkers and smokers and cursers, and a dumping ground for all the trash of the train peddler. If we do not protest the authorities will have an excuse for saying we are satisfied.

No week should pass but that some well written complaint should be made. Every time the law is broken the railroad heads should know of it. Much that we suffer is due to our own negligence. We have not yet learned the lesson Jesus sought to teach by the parable of the Woman and the Unjust Judge. The judge's heart was wrong, but the woman worried him so that he had to accede to her wish to get rid of her. The white people have wrong hearts on this question, and will only do the right thing because we worry them. They will NEVER GIVE US OUR RIGHTS if we do not contend for them.

"JITNEY" MOTOR BUSES.

"JITNEY" MOTOR BUSES have been put into service in a number of cities and have proven very successful. In St. Louis some twenty thousand were carried last week, which is considered very flattering, considering the idea is new. In this little burg, through which the waters of our drainage canal flow, they have no separate street cars for the races; in other words, they have not completely lost their civilization. But the owners of these new carriers are in a quandary as to the best method to keep the brother from riding on them. The fare, which is but five cents, appeals to everybody, and who wouldn't prefer a motor ride, in preference to a stuffy street car? When a half dozen well dressed and orderly young men boarded a "Jitney" and refused to get out until delivered to their destination, the driver had them arrested and taken before a judge, who politely informed the officials of the company that the young men were within their rights, the cars were public carriers, the men law-abiding American citizens, and had as much right on them as anyone else. Now the automobiles controlled by Motors Service Company propose to drop the word "Jitney" and also the five-cent sign, thinking thereby the drivers can charge such prohibitive prices our people will not care to ride. Isn't it the ostrich that sticks his head in the sand and believes his whole body is out of sight? Wouldn't it be a charitable thing for some relative or near friend to tell the owners of these busses that they will be in just as deep water if they charge a white passenger five cents and a member of our race one penny more? Had they gone on without raising this question the public would have made no more objections than they do about the surface cars. As long as the law stands as it does, and we propose to fight to see that it does so stand, there must not be any discrimination.

St. Louis is bad enough along these lines at best.

By Carey B. Lewis.
Louisville, Ky., Oct. 8.—For the past twenty years or more this city has sent to Fisk, Tuskegee and other southern schools a host of students yearly. This year several went to Atlanta University. On Tuesday morning tickets were purchased for Misses Willie Mosee and Louise Matthews and Rufus McKinley for Atlanta, via the Louisville & Nashville railroad. Pullman sleepers with a section was purchased for the students by their parents. The Mosee girl is the daughter of a revenue agent here and the Matthews girl the daughter of the principal of Central high school. They had won scholarships at Atlanta University. They vowed and declared it was their hope to make the record of a Du Bois.
Given Whole Car.

They, like little soldiers of freemen, well educated, trained from cultivated families, and they too were cultivated, enter the Pullman. Two of the students were light and another brown. Their tickets called for two good sections in the Pullman. Some Georgians ("red necks") were in the Pullman car. They made a kick. Instead of the train pulling out and ignoring these brutes the train stood for a half hour with the crew trying to solve the problem. They knew that they were interstate passengers, and had their tickets bought and paid for. The conductor, a red-faced Irishman, said the best way out was to give them a whole Pullman. In a few minutes at the Tenth street station a Pullman was attached to the train and the three students were ushered politely into the Pullman and given a porter to look after them.

Southern Prejudice.
Here is a case where the Louisville & Nashville railroad, the greatest corporation in the South, would rather yield to the prejudices of a "red-necked" Georgian and spend over a hundred dollars on a trip unnecessarily than to see that its passengers are treated fairly and squarely because they are colored. The mother of one of the students said to the Defender representative: "No wonder the Lord sends such storms and plays such havoc with the South, because of the barbarous treatment of members of a race not their color."
BALTIMORE JITNEY CARS BAR COLORED.

Service Was Started for Whites and Will be Used By Them Only, Says Manager.
Baltimore, Md., Feb. 9.—The "color line" has been drawn on the jitney buses operated by the Jitney Bus company, of which Miss Sarah Henderson is the agent. Royal Apartments is the head. This order was issued by General Manager Henderson today after he had refused to allow a Negro to enter one of the cars as a passenger.
Nor are there to be any "Jim Crow" cars. At least, the cars owned by the Jitney Bus company will not carry Negroes. This was stated in most emphatic terms by Manager Henderson after the episode of today.
"The jitney buses we are operating," he said, "will not carry Negroes. This service was started for the whites, and as long as we have control of it, it will be used by whites only."